

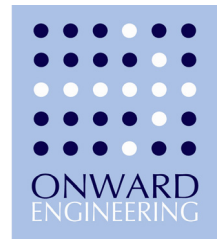


City Torrance

Residential Street Rehabilitation, I-94 Project

Community Meeting Question & Answers

Thursday, February 16, 2012 at 7 PM



Question #1: What treatment methods are being proposed for rehabilitation within this neighborhood?

A: There are two pavement rehabilitation methods within Residential Area A which have been based on the recommendations provided in a previously completed pavement study. On streets with moderate to good existing base support an asphalt grind & overlay will be proposed. On streets with poor existing base support, a reconstruction methodology known as full depth reclamation (FDR) is being proposed. The following link provides PDF exhibits of the proposed treatment areas and rehabilitation methodologies.

<http://www.torranceca.gov/23009.htm>

Question #2: What will this project cost the taxpayer?

A: This project will not be funded through property taxes and additional property taxes will not be levied. Rather, this project is currently funded through Gas Tax funds.

Question #3: Will the proposed asphalt overlay be laid directly on the existing asphalt?

A: Currently, the design intent is to overlay approximately 3" of asphalt concrete directly on the existing asphalt roadway where applicable. Final design for the asphalt overlay has not been completed, but each road will be analyzed for final adequacy of the overlay.

Question #4: Will the proposed roadways be widened?

A: No, this project scope of work does not include widening of existing roadways.

Question #5: Current property line offsets, as measured from the center of the roadway, are not uniform throughout the streets. Will the proposed swales cut into private property?

A: No, the swale will be fully designed and constructed within the public right of way. Existing improvements will be considered during the design of the final alignment for the swales.

Question #6: What is the proposed timeline for the completion of this project?

A: The design is scheduled to be completed by the end of summer 2012. Construction is scheduled to be completed either during fall 2013 or 2014 depending on funding availability.

Question #7: For the streets that receive an asphalt overlay, will the new edge of the road be too steep?

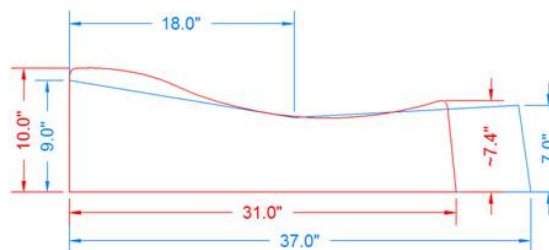
A: No, because the street edge will be ground and the final grades of the edge of roadway will be considered in the design. Any area that is determined to be too steep during the preliminary design will be redesigned.

Question #8: Will the swales look like a sidewalk at the edge of the roadway?

A: The purpose of the swales is for drainage conveyance only and is not intended to be used or portrayed as a sidewalk. However, since the swales will be constructed with Concrete, for some the perception may be that it resembles sidewalk. It was noted during the meeting that the City of Manhattan Beach has completed a similar roadway project within their City limits. The image below depicts one of the locations that shows a swale along one side of the roadway:



As can be seen, the back of the swale joins the existing improvements and allows for the on street parking that was available prior to the installation of the swale. Furthermore, a comparison of the swale that is shown in the image above and the swale that is proposed in the current design for this project is shown below:



The red linework depicts the Manhattan Beach swale and the blue linework depicts the swale as was shown in the community meeting. As can be seen, the overall dimensions are very similar, but the final design has not yet been determined.



Question #9: How many streets within the City of Torrance have had Full Depth Reclamation (FDR) as the treatment method?

A: The City has successfully implemented FDR in one other neighborhood. The streets and limits are given below:

<u>Street</u>	<u>Limits</u>
Galva Ave	North of Grant Ave
Kent Ave	Grant Ave to Lomita Blvd
185th St	Ermanita Ave to Crenshaw Frontage
187th Pl	Ermanita Ave to Crenshaw Frontage
230th Pl	Anza Ave to Kent Ave
231st St	West of Kent Ave

Question #10: What is the methodology & duration of the FDR process?

A: The Contractor will first pulverize & mix the existing roadway with the existing roadway base and subgrade. After the road has been sufficiently pulverized, cement will be mixed into a designated thickness of the pulverized base, which will then be further mixed and compacted to achieve the required base strength. After the cement has been mixed into the base, the contractor will need a minimum of 3 days for the base to harden and cure. Local traffic can be maintained on the streets during the period, but heavy traffic will be restricted. Once the base has sufficiently cured, the proposed Asphalt Concrete layer will be installed to complete the construction of the roadway. Depending on the final phasing of the contractor, it is anticipated that the FDR process will require a minimum of 2 weeks for the entire neighborhood.

Question #11: When will design conflicts with individual property improvements and issues be identified and available for review?

A: It is anticipated that individual property owner conflicts can be identified as early as June. The design will be completed by the end of Summer 2012.

Question #12: Why is there a long gap between the design and construction?

A: Due to the economic downturn, the City Public Works Department has had a staffing shortage and cannot accommodate the current project load. Also, additional time is required for the City to acquire the necessary funding in order to complete the construction of this project.

Question #13: Why has there been no pavement preservation or treatment within this neighborhood since the mid 80's?

A: The City typically maintains roadways every 10-12 years. However, if a roadway has deteriorated below the level of maintenance, such as this neighborhood, and the proposed maintenance activities would have no value or effect to the roadway, such neighborhoods are deferred until adequate funding is available for the required rehabilitation or reconstruction. Until funding was available to properly fix and rehabilitate this neighborhood, it was not responsible for the City to just slurry seal within this neighborhood.



Question #14: Will speed bumps be considered as part of this project?

A: No, speed bumps are not included as part of this project and as City policy we do not install them because it slows down the response time for emergency vehicles. However, for requests for enforcement of the speed limit in this area, please contact the police department, area traffic officer at: SouthATO@TorranceCA.gov with all requests and concerns.

Question #15: Will existing catch basins be relocated or removed?

A: No, all existing catch basins will be protected in place.

Question #16: What will the ultimate roadway width be?

A: The final width of the roadways have not yet been determined, and widths will be determined on a street-by-street basis during the final design over the next three months.

Question #17: Is colored concrete an option for the proposed concrete swales at the edge of the roadways?

A: Yes, this may be considered as an option for this project. Costs and functionality will need to be analyzed to ensure that colored concrete is a viable alternative.

Question #18: Will a new water main be installed prior to the pavement rehabilitation?

A: No, this issue has since been reviewed with the City of Torrance water department and no water projects are planned for this area in the near future.